

Today's
Advertisements.

**THEATRE ROYAL
CITY HALL**
Lectures: MESSRS. POLLARD.

**POLLARD'S
LILLIPUTIAN OPERA
COMPANY.**

TO-NIGHT!
(SATURDAY) and MONDAY,
August 7th and 8th.

For the first time in Hongkong,
Lecocq's Military and Spectacular Comic Opera
in 3 Acts

"THE LITTLE DUKE."

TUESDAY, August 10th.
"H.M.S. PINAFORE."

WEDNESDAY, August 11th.
"LES CLOCHES DE CORNEVILLE."

Plan at W. ROBINSON & Co's, Music Ware-
house.

PRICES:\$3, \$2 & \$1.
Soldiers and Sailors in Uniform Half Price to
and Back Seats only.

Late Trains will leave 15 minutes after each
Performance.

C. A. POLLARD, Manager.

Hongkong, 7th August, 1897. [1214]

THE ROYAL STEAM RIDING GALLERY,
WEST POINT.

OPEN EVERY EVENING.

FROM 5 P.M. TO 12 P.M.

EXHILATORY EXERCISE.

Has a fascinating attraction for old and young;
everybody should try it.

Hongkong, 6th August, 1897. [1210]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI"

FROM LONDON, COLOMBO AND
STRAITS.

Consignees of Cargo, by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Italy, ex S.S. *Suffolk*.
From Madras, ex S.S. *Scindurra*.

Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.

Goods not cleared by the 12th instant at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All demands for Freight, which the
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 7th August, 1897. [1215]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"

FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature,
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1216]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"TEKOA"

will be despatched as above on SATURDAY,
the 14th instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1217]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

to sail at Noon on the 17th August, 1897.

S.S. "LENNOX," to sail about 3rd August, '97.

S.S. "PATHE," to sail about 10th Sept., '97.

S.S. "BRAEMAR," to sail about 24th Sept., '97.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 7th August, 1897. [1218]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for GILGOW,
CONTINENTAL PORTS, RIVER PLATS, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davis, will be despatched as above
on WEDNESDAY, the 18th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 7th August, 1897. [1206]

"SHELL" LINE OF STEAMERS.

YOK LONDON,
THE Company's Steamship

"EUPLECTRA,"

Captain Morris, will be despatched as above
on FRIDAY, the 20th instant.

For Freight, &c., apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 7th August, 1897. [1211]

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions
from H. M. NAVAL STOREKEEPER
to Sell by

PUBLIC AUCTION

ON
WEDNESDAY, the 18th August, 1897,
AT NOON,
AT H. M. NAVAL YARD.

SUNDRY NAVAL AND VICTUALLING
CONDENSED STORES,

Comprising:—
OLD IRON, PAPER STUFF, RAGS,
CANVAS, CLOTHING, IMPLEMENTS, &c.

TERMS OF SALE:—As customary.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th August, 1897. [1213]

FOR SHANGHAI.

THE Steamship

"NANYANG."

Captain Th. Lehmann, will be despatched for the
above Port on TUESDAY, the 10th instant, at
5 P.M.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, 7th August, 1897. [1216]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [1292]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
gross, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY,
Hongkong, 1st April, 1897. [1211]

BIRTHS.

On July 20th, at Bangkok, the wife of STANLEY
S. FLOWER (5th Fusiliers), of a daughter.

At Norfolk Terrace, 39, Broadway, Shanghai,
on the 1st instant, the wife of JOHN FORD, of a
daughter.

DEATH.

On the 29th inst., at "Dunelm," Singapore,
the residence of D. C. Neave, ROBERT CUMMING
HENDRICK, aged 26, second son of the late James
Cumming Hendrick, Esq. (Solicitor), Galston,
Ayrshire.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 7, 1897.

THE NEW CHINESE LOAN AND
HOW IT IS TO BE REPAID.

We learn from Shanghai exchanges
which reached us this afternoon that the
negotiation of a loan of \$16,000,000
sterling to the Chinese Government has been
almost completed, and the *North China Daily News* and *China Gazette* assert
the security for the Loan will probably be
the portion of the Customs revenue not yet
hypothecated (not a very gigantic sum, we fear), and the revenue derived
from the Salt Gabelle. The *Daily News*
seems to have been informed that the
Deutsche Bank and Hongkong and
Shanghai Bank, with possibly a third
institution, are negotiating this gold loan,
but beyond that it does not go. The Editor
of the *Gazette*, however, leads his readers
to believe that he is specially well informed
on the subject and on the 2nd instant
published a very interesting leader on it.
It is therein asserted, with the
utmost assurance, that the issue price will
be 85 and the interest 4 1/2 per cent. In
connection with the security mentioned the
Gazette is given to understand that
"highly important and radical changes
in the mode of collection are being dis-
cussed in Peking, and upon the satisfactory
agreement of the Chinese Government to the
terms proposed depends the success of
the loan, which," it seems, "is only one
of a series of large loans which the Im-
perial Government hopes to raise on the
security of its internal taxation." The
latter must, however, be put on a satisfac-
tory footing in the matter of collection
and the difficulty is to devise ways
and means of so doing without driving
the provinces into such straits that to
die fighting against the Government
would be preferable to submitting
peacefully to excessive *extra* taxation
levied by the various Viceroy, who, com-
pelled by Imperial decree to relinquish
their hold of certain sources of revenue, will
unless their losses are in some way made
"good," of the *extra* levied, with
bearable description. Our Shanghai con-
temporary says this well-nigh insuperable
barrier to the prompt settlement of the
proposed series of loans is quite understood
in Peking and that therefore, as the news
of the vast scheme of the Central Govern-
ment has created consternation in the
provinces, the high provincial authorities
have all been communicated with
and have been instructed to forward
their views to Peking by telegraph re-
specting "the collection, control and final
disposition of the interval taxes." That
the replies from the Viceroy will be un-
satisfactory goes without saying. If, as
seems inevitable, the new system of col-
lection of revenue will leave a large share
of the duty of repaying the loans with the
interest due thereon on their shoulders,
while restricting at the same time the
sources of profit upon which, as the *Gazette*
neatly puts it, "the provincial mandarins
grow fat," the Central Government is in
such straits, the debts incurred through the
war with Japan are so enormous and the
need for paying them so imperative, that
it will have to face the issue in the very
near future and although it may encounter
much opposition from the Viceroy, direct
and indirect, yet, as it can rely on the
great and friendly Powers who make the
loans to support it should the worst come
to the worst, it is reasonable to assume that
it will decide to pay off Japan at any price
first and then direct its attention to en-
forcing its decrees in the various maritime
and riverine provinces. If the Chinese Govern-
ment is too weak to cause the provinces
to contribute towards the liquidation of
the National Debt within a reasonable
time and in the manner approved by the
Lenders then there is a remedy at hand
which can be applied—it can make known
to the Viceroy that they will be
superceded, and it can also invoke the aid
of interested parties to enforce its decrees.
Some of the Powers would willingly comply
with such a request, and if they did so to
protect the vital interests of their nationals
it is to be assumed that less interested
parties would not endeavour to place
obstacles in their way.

If, as our Shanghai contemporary's re-
marks would lead us to believe, the Central
Government has at last been prevailed upon
to restrict the sources of revenue upon
which the mandarins grow fat at the
expense of the middle and lower classes,
there is some hope that China may ere long
be brought fairly into line with the enlight-
ened Western Powers, that we are on the
verge of a new era of progress, that the
whole financial system of China, which is
notoriously rotten and corrupt, will be
remodelled to the lasting benefit of the
Government and the people. The salva-
tion of China can be accomplished only
by restricting the sources of profit, upon
which the mandarins grow fat, though
they willfully shut their eyes to that fact.
It is clear that they take no interest in the
welfare of the masses, whom they plunder
remorselessly, and that they will be very
slow to comprehend that "the prosperity

of the people is the source of both the
wealth and the glory of all nations." If the
issue of an extensive series of foreign
loans results, and it now appears proba-
ble that it will, in the people being relieved
in great measure of the oppression of the
mandarins, in the whole financial system of
China being reformed, and the collection
of inland taxation being effected through the
splendid service controlled by Sir
ROBERT HART, then, however unpleasant
it may be to present-day mandarins,
their more enlightened heirs and suc-
cessors will have cause to look back on
the black pages of the history of their
native land, on the records of a disas-
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POST OFFICE BUNGLING.

THE HONGKONG P.O. AGAIN!

The Chinese correspondent of the *Norfolk Daily News*, in a long and interesting letter to that paper, bitterly complains of the carelessness and stupidity of the officials of the new Imperial Post and also of the Hongkong Post Office. He says "The downward mail which go by boat to Ichang go forward with perfect regularity, but since the advent of the Imperial Post, the average time from Shanghai up has been increased from 25 to nearly 35 days. This is apparently due to an absence of proper organization on the part of the new Imperial Postmasters, in the first instance, and also to the marked ill-will of all the pre-arranged post offices—foreign as well as Chinese." The great grievance, however, appears to be at the door of the Hongkong Post Office, and our own officials apparently being as little capable of sensible organization as their colleagues of the Imperial Post as the following extract from the letter will show—"With regard to our home mails, it appears that the Hongkong Post Office forwards letters, destined for the West, to the British Consulate in Hankow instead of to the British Post Office in Shanghai, and, as the Imperial Post will not accept letters from home at other places than Shanghai, our home mails have to be returned again to Shanghai before they can be brought on here. Your correspondent received yesterday his home mail enclosed in a Chinese cover from Ichang and forwarded by a native Chinese courier, who, of course, he had to pay. Other letters have come through the Consul here who objects to be their recipient. Our London mail of the 7th of April has disappeared altogether, and the Imperial Postmasters are dumb. Parcels and patterns from home are constantly missing. All this shows that Commissioners of customs may be great men in their way, but they cannot run the post."

THE REBELLION IN BORNEO.

MILITARY OPERATIONS AGAINST MAT SALLEH.

SINGAPORE, July 29th.
As supplementing our special telegrams from Labuan announcing Mat Salleh's rebel raid on Gaya and looting and burning of the town with some loss of life, we now give, from our Labuan correspondent, some details of the measures taken to dislodge the rebel leader from his stronghold up the Inanam river. The more serious part of the affair is the apparent tendency to complicity with the said on the part of local natives, as well as the probability that the raid was either planned in Brunei, or even supported secretly by the Sultan of that State. If this latter prove to be the case his position will be very seriously compromised.

Our correspondent writes—"As I wired you on the 20th, Messrs Hewitt and Wheatley returned from their part of the expedition against Mat Salleh on the 20th of the month, and have now had an opportunity of knowing all that happened from one who was there.

All that I have said up to date has been pretty fairly correct. The town on Pulau Gaya was still burning when the *Rams* arrived there on the afternoon of 12th, in fact the wharf and some of the houses were not fired until the *Rams* was actually in sight. On the island there are, in addition to the little town which is occupied by traders and other decent folk, two kampungs of Bajaw, and these made common cause with the rebels and were in fact the gentlemen, who were still carrying on their nefarious little games when Mr. Hewitt arrived. They first attempted to escape in their boats, but the tide being out and the *Rams* somewhat in the way, they returned to the land, men were landed and a desperate attempt made to cut them off, but they had the start and the legs too, I expect, of the Police. At all events they got away into the jungle, only one old man being captured. The force landed, it was not long before some of the Chinese, who in addition to having been made to pack and store their own goods in the enemy's boats, had been taken to Inanam and made to do cooie work there also, turned up, and from them it was learned that the enemy, with Mat Salleh at their head, were strongly fortified close to the mouth of the Inanam and had mounted two guns, that they had announced their intention of attacking the *Rams* and also of visiting all the Company's outstations.

Well, there had not attacked the *Rams*, but that was no reason why they should not carry out the rest of the programme. It is now probable, too, that the position of the rebels was too strong, both in numbers and position, for Mr. Hewitt's force, particularly as the free Dyaks had shown themselves to be entirely unreliable, so leaving a dozen men in the steam launch *Enterprise* to guard the mouth of the Kwala, Messrs. Hewitt and Wheatley made a detour and visited the stations at Telatua, Ambong, and Abong, and fortunately in time to save them and bring away the little force. They were also fortunate in picking up Mr. Ormsby, the officer in charge of the district and he too joined Mr. Hewitt's force. They then again turned their faces for the Inanam River. Coming down stream, they burned two or three villages which they found to be literally stocked with Gaya loot. Arrived at the foot of the Inanam, they were met by the force at Mr. Hewitt's disposal, so taking up a position of observation, Mr. Wheatley, Mr. Ormsby, and the Kuala to find the launch *Enterprise* and bring up provisions.

On the morning of the 17th he returned with H. E. Governor Beaufort, Capt. Reddie, Mr. Witham, some Sikh Police, a Maxim, and a mountain gun. The fort was at once attacked, but the enemy were evidently fully aware of the arrival of the reinforcements and in the night had fled into the jungle, taking with them most of the plunder, but to show what run these people carry about, they left behind a crowd, a guinea pig, and muscovy duck, and there were duly brought by Mr. Hewitt to Labuan. The attack on the Fort over, Messrs. Hewitt and Wheatley returned here with the force they had taken with them, leaving H. E. the Governor and Capt. Reddie to carry the launch *Enterprise* to carry on the work. The Inanam River is one of several along the coast which intersect the Borneo Company's territory but are not subject to the Sultan of Brunei, and it was Brunei subjects residing on these rivers who, on this occasion, composed Mat Salleh's force. Indeed it is very probable that the raid was planned in Brunei, with the knowledge of the Sultan. Mr. Hewitt on his return to the *Norfolk* met seven large Brunei boats, all fully armed, but carrying empty, sailing in the direction of the Inanam. It is supposed, going for their share of the plunder. It is also supposed that long ago the head men of these independent rivers were all assimilated to Brunei, and it never transpired what they went there for.

It is unfortunate that the Acting Consul at such a time, or indeed at any time, should be an official of the Borneo Company's service, as with the best intentions he could not but be himself hampered by his dual position, and knowledge of the Company's affairs, when called in to a matter in which the Company was the injured party.—*Post Office*

DEATH OF A PROMINENT COURT OFFICER.

Peking, according to an Imperial edict of the 31st July last, has lost a well-known personage in the death of Li Hung-shao, Assistant Grand Secretary and President of the Board of Civil Appointments, on the 30th ultimo after a lingering paralytic illness of many months. The late Assistant Grand Secretary was a native of Chihai province, which province loses two out of three of her most prominent men, viz.—The late Grand Secretary Chang Chih-tung (cousin of the Viceroy Chang Chih-tung, Viceroy of the provinces of Hunan and Hubei). By the death of this magistrate a great stumbling block to progress in the Celestial Empire has been removed.

CONSULAR MOVEMENTS.

The *Shanghai Mercury* of 3rd reports as follows:—Mr. R. W. Hurst, formerly H.B.M.'s Consul at Peking, is due here in a few days by the P. & O. steamer *Shanghai*, from London. Mr. Hurst will proceed to Chinkiang to succeed Mr. G. D. Phillips. Mr. Phillips, as has been stated already, comes to Shanghai. His *laissez-passer* have preceded him.

Mr. H. R. Brady presently leaves Shanghai for Samah, on the West River, where he will commence his duties with the rank of full Consul.

Foreign Office in considering Consular changes, but we only endorse the feelings of our readers when in welcoming Mr. Phillips once more to Shanghai we regret the departure of Mr. Brady for the South.

Mr. V. L. Savage, Acting-Clerk of H.B.M.'s Supreme Court, who has been seriously ill with typhoid, is now nearing convalescence. He will leave shortly for Japan to recuperate.

Mr. Claude MacDonald, H.B.M.'s Minister to Peking, has been urging upon the Imperial Government the special need which exists for the appointment of two full consuls at the two ports on the West River, and at the two posts on the Yunnan frontier. Provision has been made in the estimates for only one consul and an assistant at Samah, and the same on the Yunnan border; but it is hoped and believed that the consuls of Mr. MacDonald will prevail at Downing Street, especially as they have economy among more important reasons to recommend them.

LATEST FROM THE NORTH.

NEW COTTON MILL.

SHANGHAI, August 2nd.
We are requested by the General Managers of the Yeh-loong Cotton Spinning Co., Ltd. (Messrs. Pearson, Daniel & Co.), to state that the company has been successfully floated, and that the allotment letters will be posted in the course of a day or two.

It is reported that the Hongkong and Shanghai Bank and the Deutsche Bank, with possibly a third institution, are negotiating a loan for £1,000,000 to China at a low rate of interest, the price of issue to be something under 8%, and the security is what remains of the Customs and the salt gabelle revenue.—*N. C. Daily News*.

THE "GLENGLADE" ASHORE.

August 3rd.
The Glen Usher *Glenlogie* is ashore a little below Pheasant Point, having got aground this morning. The bottom is soft and no damage is to be feared. In all probability the *Glenlogie* got ashore in avoiding one of the swarms of "junks" which are just now fooling around the Bar and in the neighbourhood. The next high tide will perhaps see the *Glenlogie* off into deep water and on her way to Japan.

THE COTTON MILLS.

The four foreign-owned cotton mills are just now experiencing the beginning of what may become a serious labour difficulty in the future. The machinery set up is already reported to be inadequate to meet the demand for yarn, and the high quality of the goods has invited a flood of orders, which cannot be fulfilled fast enough. The employees seem to be pretty well aware of the fact, for women, who are chiefly employed, are now standing out for and getting 28 cents and 30 cents a day for their labour which only a few months ago was but 18 cents and 20 cents. It is reported that emigrants from one mill entice the workers to another for the consideration of a cent or two a day increase; in a word "poaching" is practised. Where this will end it may not be difficult to predict, but at the outset it does not promise well for the new industry, in which so much foreign capital has been placed.

THE HUNDRED MILLION LOAN.

The Chinese Government is just now in active negotiation with representatives of foreign syndicates at present in Shanghai for the loan of £100,000,000, out of which it is proposed to clear off the War Indemnity, and the arrangements are so far gradually assuming something like tangible shape.

It is reported that two of the syndicates may combine to handle the loan between them.

The Indo-China steamer *Pookiang*, hence to the south, was lying anchored in the stream yesterday morning, when a junk got across her bows, and was so badly stove in that she had to be beached to prevent her from sinking. The junk had a valuable cargo on board, most of which was salvaged. Scratched paint was the main lot of the junkies to the Indo-China line.—*Mercury*.

DEATH OF MR. HAYES.

NEWCHANG 28th July.
A correspondent of the *Mercury* writes from Newchwang under date 28th July:—Mr. A. F. Hayes, late Commissioner of Customs at this port, died last night at 8 o'clock. In December last Mr. Hayes was bitten by a mad dog, whilst endeavouring to administer medicine. His medical adviser, Dr. Daly, immediately ordered him to proceed to Saigon to undergo treatment at the Pasteur Institute. Being in the depth of winter, the first part of the journey had to be accomplished by land and the consequence was that he suffered from the treatment. The cure was gone through, and Mr. Hayes appeared to be in the best of health until six days ago when a slight tingling in the part of the hand he was bitten in was felt. Gradually other symptoms of hydrophobia developed. Dr. Daly at once telegraphed to Saigon for co-operation and he did all that was possible. Mr. Hayes could do, but without avail. When it became apparent that the case was hopeless, Mr. Hayes' relatives all left the hospital, and the end came some time ago. Under the circumstances, he passed away quietly, the convulsions and other attendant symptoms being more than in most such cases. Mr. Hayes was much respected by his fellow countrymen, and his death is a great loss to the community generally, and to the service of the Indo-China. It is a pity that Mr. Hayes, who had been so long in the service, should have been so suddenly called away. He was a man of great energy and ability, and his death is a great loss to the community generally, and to the service of the Indo-China.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

CIVILIANS v. SOLDIERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—With I first addressed you on the above subject I had no idea that I would stir up responsive chords in the breasts of any civilians as I appear to have done. I heartily endorse the remarks of "A Civilian" in your issue of the 4th inst., but I confess to being puzzled over "Trademan's" letter of the 5th. Is it mildly sarcastic, or has a long sojourn in "these Far Eastern regions" caused him to adopt the flowery expressions of our Celestial neighbours? Anyway I find it hard to take him seriously. "Tommy" also has very uniform remarks, but I do not go so far as to ask that we shall "eat, drink, and make merry" at your expense, although, if meant, we thank you; but what we do ask is that our uniform shall be treated as a badge of honour, not a mark of disgrace. Let us be treated as full men, and, if found worthy, not be "cut." 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Announcements.

A STRIKING SUCCESS!

WILL DYE TO ANY SHADE. **MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, & MIXTURES of COTTON and WOOL, &c.,
Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliotrope, Pink, Canary, Mauve, Aloe-Green, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.

WATKINS & CO., Apothecaries' Hall, 66, Queen's Road Central.**J.-J. CARNAUD**, 3, rue d'Argout, PARISTIN BOXES
STAMPED ARTICLES
FOR**MILITARY
EQUIPMENT**

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

IN THE MATTER OF THE TRADE MARKS
ORDINANCES (Nos. 16 of 1873 and 20
of 1895)AND
IN THE MATTER OF AN APPLICATION ON BEHALF
OF WILKINSON HEYWOOD & CLARK,
LIMITED, FOR LEAVE TO REGISTER
CERTAIN TRADE MARKS.NOTICE is hereby given that WILKINSON
HEYWOOD & CLARK, LIMITED,
carrying on business at No. 7, Caledonian Road,
King's Cross, in the City of London and at
Victoria in the Colony of Hongkong and else-
where have, on the 6th day of May, 1897,
applied to His Excellency the Governor of
Hongkong for leave to register certain TRADE
MARKS in the Register of Trade Marks in the
Office of the Colonial Secretary for the Colony
of Hongkong, in the Name of the said Company.
The said Trade Marks have been or are
intended to be used in respect of OILS,
PAINTS, COLOURS, VARNISHES and
FRENCH POLISH Manufactured and Sold
by the said WILKINSON HEYWOOD &
CLARK, LIMITED.
Facsimiles of the said TRADE MARKS can
be seen on application at the Office of the
Colonial Secretary for the Colony of Hongkong
on the Undersigned.
Dated the 15th day of May, 1897.
JOHNSON, STOKES & MASTER,
Solicitors for
WILKINSON HEYWOOD & CLARK,
LIMITED.IN THE MATTER OF THE TRADE MARKS
ORDINANCES (Nos. 16 of 1873 and 20
of 1895)AND
IN THE MATTER OF THE APPLICATION OF LO
CHEONG, OF TAI PING BRIDGE, CANTON,
IN THE EMPIRE OF CHINA, TRADING
FOR LEAVE TO REGISTER CERTAIN TRADE
MARKS.NOTICE is hereby given that LO CHEONG,
of Tai Ping Bridge, Canton, in the
Empire of China, carrying on business alone at
Tai Ping Bridge elsewhere under the Style of
YAU KEE, as a TEA DEALER has, on the
15th day of March, 1897, applied to His Ex-
cellency the Governor of Hongkong for leave to
register certain TRADE MARKS in the
Register of Trade Marks in the Office of the
Colonial Secretary for the Colony of Hongkong,
in the Name of YAU KEE.
The said Trade Marks have been or are
intended to be respectively used in respect of
LO KEI SENG PAU CHONG TAI TEAS
in Boxes or Packages, however packed, belong-
ing to or dealt in by the said YAU KEE.
Facsimiles of the said TRADE MARKS can
be seen on application at the Office of the
Colonial Secretary for the Colony of Hongkong
on the Undersigned.
Dated the 15th day of May, 1897.
JOHNSON, STOKES & MASTER,
Solicitors for
YAU KEE.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"
Captain Hannah, will be despatched as above on
WEDNESDAY, the 11th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1897. [1186]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).STEAM TO SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"MEDUSA,"
Captain T. Andrich, will leave for the above
places on THURSDAY, the 12th instant.For Freight or Passage, apply to
SANDER & CO.
Agents.
Hongkong, 5th August, 1897. [1205]

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"FREY,"
will be despatched as above, about 15th August,
a.c.For Freight, apply to
MELCHERS & CO.,
Agents.
Hongkong, 22nd July, 1897. [1215]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"
Captain Baudet, will be despatched as above
on WEDNESDAY, the 11th instant.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd August, 1897. [1217]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship"HAIMUN,"
Captain Barbert, will be despatched for the
above Ports TO-MORROW, the 8th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 7th August, 1897. [1204]CHINA NAVIGATION COMPANY,
LIMITED.FOR SWATOW AND SHANGHAI.
THE Company's Steamship"KANSU,"
Captain Commerville, will be despatched as above
TO-MORROW, the 8th instant, at Daylight.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th August, 1897. [1195]CHINA NAVIGATION COMPANY,
LIMITED.FOR CHEFOO AND NEWCHIWANG.
THE Company's Steamship"PACIFIC,"
Captain Cyle, will be despatched as above on
MONDAY, the 9th instant, at Noon.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th August, 1897. [1196]THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.FOR MANILA (DIRECT).
THE Company's Steamship"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the
above Port on MONDAY, the 9th instant, at
5 P.M.This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 6th August, 1897. [1209]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"NAMO,"
Captain Hall, will be despatched for the
above Ports on MONDAY, the 9th instant, at
Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 6th August, 1897. [1211]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR KOBE (DIRECT).
THE Company's Steamship"KAMAKURA MARU,"
Captain N. Trenn, will be despatched as above
on TUESDAY, the 10th instant, at Daylight.This Steamer is fitted with Superior Accom-
modation for First and Second-class Passengers
and is lighted by Electricity throughout.For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 3rd August, 1897. [1199]

"WARRACK" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship"BRAEMAR,"
Captain Porter, will be despatched for the above
Ports on TUESDAY, the 10th instant, at Noon.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th August, 1897. [1180]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship"THALES,"
Captain Douglas, will be despatched for the
above Ports on TUESDAY, the 10th instant,
at Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 6th August, 1897. [1212]CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND,
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship"CHINGTU,"
Captain Innes, will be despatched on TUES-
DAY, the 10th August, at 3 P.M.The attention of Passengers is directed to the
Superior Accommodation offered by this Company.
The First-class Saloon is situated forward of the
Engine. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.Return Tickets issued by this Company, to
and from AUSTRALIA, are available for return
by Steamers of the EASTERN and AUSTRALIAN
S.S. Co. and vice versa.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd July, 1897. [1166]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A British Ship

"FALLS OF DEE,"
Lock, Master, shortly expected, will load here
for the above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897. [1244]

FOR SAN FRANCISCO.

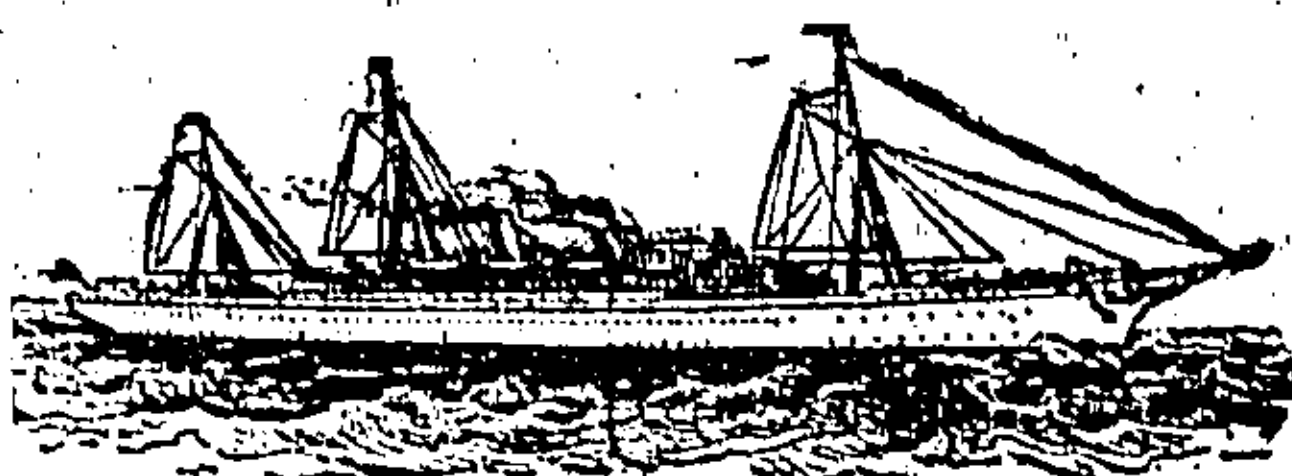
THE 100 A British Ship

"HEATHBANK,"
McKee, Master, shortly expected, will load
here for the above Port, and will have quick
despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 12th July, 1897. [1197]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 11th Aug.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 29th September.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough
passages generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Fidlar's Street. [13]

Hongkong, 21st July, 1897.

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai,
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and Honolulu).....Doric (via Shanghai,
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and Honolulu).....Doric (via Shanghai,
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Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Doric (via Shanghai,
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Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....

U. S. MAIL LINE.

PACIFIC MAIL STEAM-
SHIP COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....City of Peking (via
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Kobe, Inland Sea,<